

Around Route 53

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Route 53 Improvements Arrive

MoDOT met with contractors in April to discuss getting the work started on Route 53 from Qulin to Campbell. The contractor also discussed the cold in-place recycling method that will be used on the Route 53 resurfacing.

Rather than a normal milling operation where the pavement is ground off and the material discarded, the Route 53 project will actually reuse the material in making the pavement smoother.

Contractor Koss Construction explained that it will be using, in essence, a regular milling machine but the material is captured and then screened, crushed if not properly sized, remixed and then dumped out underneath to be put back down on the route.

"We've seen some great things about CIR," says Krapf. "We were happy to get contractors who opted to use the process and competitive bids to go along with it."

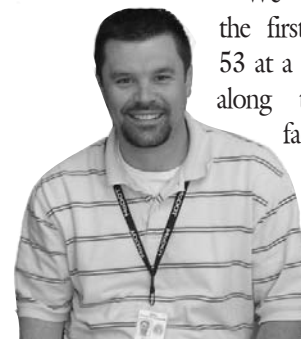
Krapf says all five bidders on the project opted for the optional CIR method. States who have used CIR say it is a good alternative for rural roads that need some thing more than resurfacing but less than full-scale reconstruction. Major

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Around Route 53 is a publication to keep you informed of upcoming transportation work and share information about the corridor.

If you know someone who should be receiving this publication, contact MoDOT at 1-888-ASK-MODOT (1-888-275-6636) or www.modot.org/southeast.

Project Manager Eric Krapf



We begun work on the first phase of Route 53 at a time when so many along the corridor were facing some of the most difficult times in their lives. Our prayers and best wishes continue to go out to this spring's flood victims.

You know, I read a report recently that said 89 percent of people feel that others are uncivil, but only one percent of people feel that they are uncivil. I think that's excellent food for thought on just how we treat each other and how others feel we treat them. After a harsh spring and the destruction it brought so many, I am reminded how important it is to extend a little extra courtesy and politeness to others as so many in our region have faced a difficult struggle.

With that in mind, we'll continue trying to make Route 53 a better road on which you travel. Please let us know if you have any questions.



Construction on Route 53

Route 53 Work Continued

advantages include slowing the cracking in the pavement. It takes 15 to 20 years for a pavement using CIR to reach the same frequency of cracking that a standard resurfacing project sees in 10 years. The process also limits disruption to motorists because construction moves fairly quickly. CIR can also add years to the expected life of the pavement with New York state reporting a life of 10-15 years with little maintenance as compared to a five-eight year life with a traditional overlay.

Koss has a video showing the process at kossconstruction.com, or Route 53 travelers can see it in person for themselves currently.

During the work, traffic will be reduced to one lane in a two-three mile-long work zone. Lanes will have a reduced width, and traffic will follow a pilot car.

“Rather than install temporary signals or use flaggers,

which are the usual methods for dealing with

two-way, one lane traffic, a pilot car is leading traffic through the work zone,” says Resident Engineer Brian Holt.

Holt says the pilot car has a few advantages over the other methods. First, because the pilot car is in the lead, it determines the speed for the cars following.

“This allows us to slow traffic down near where the construction is occurring and keep the work zones safer for workers and motorists,” says Holt.

Pilot cars are also easier to use on a moving operation than moving temporary signals as the work progresses. Plus, with longer work zones they are more effective than flaggers. Once the pilot car leads traffic through in one direction, it can turn around and lead traffic in the opposite direction. Traffic entering Route 53 from side roads must stop and wait for the pilot car to pass in the direction they wish to travel before following. With the road reduced to one lane but travel alternating in both directions, it is safer to have the pilot car in the lead with flashers to alert motorists.



Recycling the pavement for a new roadway.



Floods Plagued Region, Route 53

Following an unusually brutal winter, many parts of Southeast Missouri were still picking up the pieces of ice and snow damage when, abruptly, the region saw around 13 inches of rain in one day. What followed was an intense week of flooding, resulting in much hardship for Southeast Missouri residents.

By the second day of rain, MoDOT had to close more than 80 routes across Southeast Missouri, including a portion of Route 53.

Nearly 150 people were registered in Red Cross Shelters. About 7,000 people were forced from their homes, thousands along Route 53. Local emergency officials began rescuing residents trapped by



*Route 53
after the
flood.*

rising waters. Evacuation orders were offered in several communities. Levees were breached in Butler, Scott and Stoddard Counties. Communities began a sandbag defense against the flash floods that threatened their homes. And, unfortunately, lives were lost.

The Poplar Bluff Chamber of Commerce established a Flood Relief Fund and the tide turn from battling the water to its aftereffects.



As this, sometimes, devastating spring passes into summer, we can only hope that the residents affected by the flooding are getting their lives back to



normal. We continue to offer our thoughts to those along Route 53 and beyond and hope for better weather ahead.

Getting In Good Condition

Three years ago, less than half of Missouri's major roads were in good condition. After the passage of Amendment 3 to send more money to highways and three years of record road construction, MoDOT is pleased to report that 78 percent of the state's major roads are in good condition. These "major" routes include interstates and heavily traveled U.S. routes.

MoDOT continued on the success of the Amendment 3 work by launching *Better Roads, Brighter Future* with the goal of having 85 percent of the major roads in good condition by the end of 2011.

All of these improvements haven't come easy. The department has changed course in the way it does business in nearly every aspect of its operations. Those changes were designed to give Missourians the best value for every dollar MoDOT spends and stretch that funding to as many projects and reach as many Missourians as possible.

"It

has challenged us in the way we plan our projects and the way we design our projects," says Project Manager Eric Krapf. "We look for the right solution that is the most economical solution. For example, we have a bridge that needs to be replaced. We could replace the bridge and widen it to 36 feet. But is that the right thing to do maybe on a route that has no accident history and low traffic volumes? What we've done is look at the routes and determine what is the appropriate width here. Is there a way to lower the railings to accommodate farm equipment? We look for the least expensive way that we can address a transportation problem, still keeping in mind that the project's goal is to make improvements."

Krapf says the savings on every project has been recycled into other projects. MoDOT announced early this year that using this practical design method has resulted in \$50 million in savings. That money is being used to accelerate 19 projects statewide. Seventeen additional projects that weren't even listed on MoDOT's construction schedule will also get to begin this year. In Southeast Missouri, needed repairs will be made to I-55 near Matthews and improvements made to

Route 60, both in New Madrid County.

"MoDOT is working hard to trim expenses," says Krapf. "It is more important now than ever because Missouri faces a significant funding drop in the next few years. In 2010, Amendment 3 bonds end and we expected to receive 40 percent less federal funds for transportation projects."

Just like all other Missourians, MoDOT faces rising fuel and materials costs, too. The department's construction program will drop from \$1.23 billion this year to \$569 million in 2010.

MoDOT's Director Pete Rahn has said when that occurs, "We'll return to funding levels similar to those before Amendment 3. This level of investment

was inadequate then and will be dramatically more inadequate in 2010."

Rahn says it will ultimately be up to Missouri citizens to decide if they're willing to in-

crease funding for the state's transportation system.



Making roads smoother ...



... as part of Amendment 3.